THE PRUSSIAN NEEDLE-GON.

Military Experiences.

BREECH-LOADING RIPLES IN ACTION, AND VAST SUPERIORITY OF THE PRUSSIAN SMALL ARM. From the London Times, July 4.

The great lesson to be learned by military men from the present war in Germany is the irresistable superiority of breech-Lading ritles in action. The Austrian army in Bohemia was supposed to be numerically stronger than the Prussian; it contained a far larger proportion of veteran soluters and probably of scientific officers; if was commanded by a man second in reputation to no general in Europe; it was fighting on the detensive for a cause which, as against the invaders, is a good one, and in a country of which the population is loyal to the House of Hapsburg; and yet it has been gradually driven back, with a loss estimated by the Prussians at thirty or forty thousand men, and is now said to be greatly dispirated by the series of reverses which it has sustained. It was for some time supposed that "strategical reasons" of an unexplained and mysterious nature might have induced Marshal Benedek to fall back, point by point, towards a position selected by himself for algeneral engagement. This supposition is no onger tenable. It is altogether incredible that such a resistance as was offered by the Austrians at Skalicz, Trautenau, and Munchengratz was a feint, after all, or that Gitschin was allowed to be stormed, and Prince Frederick Charles to effect a junction with the Crown Prince, in the hope of drawing the enemy to the battle-ground between Koniggratz and Josephstadt, where nothing but a decisive victory could avail Austria, and where a crushing de eat might open to the Pressians a way to Vienna. In these sanguinary conflicts the Austrian troops fought cost nately and well, but they were lairly beaten—and they were beaten, according to all the accounts that have reached us, by the more rapid fire of the Prussian intantry. From first to last it is the needle-gun that has apparently carried the day, and the needle-gun is simply a breech loading ride of very indifferent quality. In principle, as well as in construction, it is not to be compared with several breech-loading rides manufactured by Fredlish makers, but to provide the first that by English makers; but, imperfect as it is, it has proved quite good enough to secure victory for the Prussians in almost every encounter. If we rater to the letter of our correspondent at the headquarters of the First Prussian army, we find ample proofs of its extraordinary effect. It was this which mainly enabled the Prussians to force the passage of the bridge over the Iser at Podoll, between Turnau and Munchengratz. The Austrians had occupied the village through which the road passes towards the bridge, and commanded all the approaches from windows and barricades thrown up across the street. But the Prussian riflemen "fired about three times before the Austrians, armed only with muzzle-loading rifles, were able to roals." This more than compensated for any This more than compensated for any disadvantage in numbers or position, and the Austrians seem to have been completely overmatened. "In the street, the Austrian soldiers huddled together and encumbered with clumsy ramrods, were unable to load with ease, and could return no adequate are to that of the Prussians, while these, from the advantage of better arm, poured their quick volleys into an almost defenseless crowd." It was the same at the railway bridge, about two hundred yards distant, where a like struggle was going on simultaneously. "Here, too," says our cor-respondent, 'the needle-gun showed its advantage over the old-fashioned weapons of the Austrians; for the latter fell in the proportion of six to one Prussian, At last the former retreated, leaving most, if not all, or their Eilled and wounded on the field; and it was found that not only was the number of Austrian dead much greater, but that in the hospitals "the proportion of wounded Austrians to wounded Prussians was as five to one."

These are startling results, and yet they are no more than any one unlettered by military pre-judices would have anticipated. There may be still some langering doubts among old hands as to whether a breech-loader shoots as "hard"in other words, carries quite as far-as a muzzleloader, but the better opinion is that, if held straight, it is fully equal to its awkward rival in this respect, while no one ever ventured to doubt that it does much greater execution. Now, a battle strongly resembles a battue, with this difference, that coolness and self-possession are far rarer and of far more importance. If sportsmen are often flurried by the difficulty of loading fast enough while birds are getting up on all sides, how can young soldiers be expected to keep their heads clear and their hands steady in the process of ramming down while they are themselves under are? From this point of view, another remark made by our correspondent with the Prussian army de serves serious consideration. It is not only in rapidity of discharge and in satety loading, that breech-loading rifles surpass muzzle-loaders, but also in the average "A man with a musket on direction of aim. the nipple of which he has to place a cap naturally raises the muzzle in the air, and in the hurry and excitement of action often forgets to lower it and only sends his bullet over the heads of the opposite ranks, while the soldier armed with a breech-loading musket keeps his muzzle down, and if in haste he fires ut raising the butt to his shoulder, his shot still takes effect, though often low; and a proof of this is that very many of the Austriau prisoners are wounded in the legs." The only objection, indeed, which is urged against the breech loading system for weapons to be used in war is one that answers itself. It is said that regiments would fire away their ammunition so fast it would be impossible to keep them supphed. This is as much as to say that soldiers must be exposed to the certainty of being mown down by enemies firing three shots to their one because otherwise ammunition might be wasted. and the means of transport must be increased It might be sufficient to reply that in the Prus sian army these obstacles are not found insuperable, but where common sense is decisive of a question it seems needless to invoke expe-

Without experience, however, no reform in volving considerable expense is likely to find favor with heads of departments in this country. It is on this ground that we have invited attention to the experiments which have lately been tried on the largest scale in real warrare, and we now most earnestly represent the urgent necessity of profiting by them. It was but last month that Marshal Benedek encouraged his troops to despise the alleged superiority of Prussian arearms, and to rely on the bayonet, and we already see the consequences. Every one knows that bayonets are seldom actually crossed; when they are crossed it by no means follows that those who carry the worst rifles will give the most vigorous tarust, and before they are crossed it is certain that rapidity of fire will tell fatally. With these facts before us not a day should be lost in arming our own inlantry with breech-loaders of the best available pattern. There is no official in the War Department who would himself think of using a muzzle-loader in cover shooting if he had the option of a breechloader, or who would like to confront, with the former, an enemy provided with the latter. Then why delay to place the better weapon in the hands of our army? The smaller the force we maintain as compared with our neighbors, and the greater the difficulty we experience in recruiting it, the more essential it is that we should forthwith appropriate an improvement which multiplies its effective strength, and makes one man, under certain circumstances, a match for two or three. Whether the single breach-loader, or some repeating rifle, like that of Spencer, adopted in the United States, would on the whole be more serviceable, is a matter to be discussed by professional connoisseurs. Spencer's rifle is a "seven shooter" and all seven charges are put in at once into a chamber in the stock, but as the breech must be opened after each shot to get rid of the empty cartridge, it is possible that very little time is gained and some risk of de-rangement incurred by this additional complica-Mon. Such points may safely be left to the judgment of scientific officers, but the expediency of substituting breech-loaders for muzzleloaders is another as air. Scientific officers will never succeed, by themselves, in forcing the change upon the authorities, and the only power capable of doing so is the power of public opinion. THERETE SETTING NO.

produced foliar fear spots of beautiful discontinued in

THE PRUSSIAN NEEDLE-GUN TELLS.

Major Von Hagen, commanding the 2d Battalion of the 31st, which was following the Jagers on the first sound of the fixing, had put his troops into double quick time, and was soon up to reinforce the riflemen. It was now nearly dark, and the flashes of the rifles, the reports of the shots, and the shouts of the combatants were almost the only indications of the positions of the troops; yet it could be seen that the rapid fire of the needle-gun was telling on the Austrian line in the road, and the advancing cheers of the Prussians showed that they were gaining

Then while the exchange of shots was still proceeding rapidly between the window-gratings of the farmhouse and the Prussian tring parties who had extended into a cornfield on the right of the highway, there was a sudden pause in the firing on the road, for the Jagers, supported by the 31st, had made a dash and were bearing the Austrians back beyond the farmhouse to where the cottages of the village closed on each side of the road, and where the detenders had hastily thrown some hewn down willow trees as a barricade across the way.

DASH AT A BARBICADE. Then the tumult of the fight increased. Darkness had completely closed in, and the moon had not yet risen; the Prussians pressed up to the barricade, the Austrians stoutly stood their ground behind it, and the paces distant, assailants and delendard, poured their fire into each other's breasts. Little could be seen, though the flashes of the discharges cast a biful wint over the sarging masses, but in the pauses of the firing the voices of the officers were heard encouraging their men, and half stifled shricks r gurging cries told that the bullets were truly aimed. This was too severe to endure. Prussians firing much more quickly, and in the parrow street, where neither side could show their whole strength, not teeling the interiority of numbers, succeeded in tearing away the bar ricade, and slowly pressed their adversaries ack dong the village street.

Let the Austrians fought bravely, and their dans for the descuse of the houses had been skilinlly though hastily made; from every window maskets flashed out fire, and sent bullets into the thick ranks of the advancing Prussians, while on each balcony, behind a wooden barri cade, Jagers crouched to take their deadly aim; but in the street the soldiers, huddled together and encumbered with clumsy ramrods, were unable to load with ease, and could return no adequate fire to that of the Prussians, while hese, from the advantage of a better arm, poured their quick volleys into an almost detenseies crowd.

The Needle-Gun in the French Army. From La Presse of July 7.

It is wrong to believe that the French Government had not for a long time had its attention directed to the needle-gun. The substitution of this gun for the common oranance musket was ictually decided upon immediately after the war in Denmark. But as this would entail an expense of fifty millions, it was resolved, as a commend able measure of economy, to proceed with the camp of Chalons have shown, in fact, that three or four days are enough to familierize our oldiers completely with the handling of this

The War Department has already manufactured 50,000 needle-guns on an improved model, and t has found that, with very little expense and in very short time, the ruled guns in our arsenals can be adapted to the new system.

The Prussian Needle-Gun.

When the war now raging in Europe was only possibility of the future, it was said that Bismark was determined to precipitate hostilities. because he believed that in her own exclusive possession of the needle-gun Prussia had the power to remodel the map of Europe at her will, even with great odds against her. The tenor of the late news seems to indicate that the confidence felt at Berlin in this new weapon was well founded; and correspondents and entitors every-where concur in extelling the superiority of the needle-gun to all other small arms now in use.

The needle-gun was originally invented in 1835, although of course many improvements have since been made on the first itea. The credit of the invention belongs to Mr. Dreyse, the manufacturer of arms at Sommerda; but in some respects the weapon is similar to and an mprovement upon the breech-loading musket of Norway. It is simply a breech-loading rifle, the cartridge of which is exploded by the intrusion of a needle into the fulminate attached to the needle being propelled by a soiral sprin There is no secret about its mechanism; and the only thing about it which there would be the least difficulty in copying, is the composition used as a fulminate. This, says a foreign cor-

"Is a compound of ingredients known only to one man-the inventor; and so determined is the Government that the secret shall not escape that that man is guarded night and day by a squad of twelve soldiers; every letter which he writes is inspected, and he is not allowed to com-municate orally with any person except in the presence of his guard."

The rifle part of the barrel is thirty-six inches long, and has a calibre of six-tenths of an inch, with four grooves, baving a twist of five-elevenths in the length of the barrel. The breadth of these is about a quarter of an inch, and the depth three-nundredths of an inch. There is an unrifled chamber for a bed of the cartridge, of a diameter slightly larger than the calibre of the barrel, and enlarging a very little at the rear to admit the cartridge after repeated discharges. Where the chamber unites with the grooves there is a gradual slope to facilitate the passage of the ball, and prevent too sudden a compression.

The barrel is screwed into a cylinder, which

holds together the mechanism of the piece. The contrivance by which the trigger pushes forward the needle is too complicated to be described here without diagrams, nor is it essential. The cartridge is of course peculiar. The fulminate is between the powder and the ball, so that the needle has to go through the powder. The ball is sphero-conical, weighing 450 grains. The charge of powder is 56 grains. The weight of a

gun complete is between ten and eleven pounds. The advantages of the arm, besides the great one of celerity of fire' are the simplicity of the mechanism, which can be taken apart without a screw-driver or other implement; the safety and ease with which it may be cleansed; the convenience of loading in a limited space or on corseback; the certain and uniform filling of the grooves; the reduced charge consequent upon the entire consumption of the powder, and the disuse of the ramrod. The chief objection brought against it has been that firing so rapidly the soldier would be apt to forget to aim, and so waste more ammunition than in

the old weapons, - Boston advertiser, A writer in the Albany Argus says:- "About fourteen years ago the writer of this was introduced to the inventor of the needle-gun. He is a German gunsmith and a native of Berlin. examined his rifle in all its details, and took drawines of its several parts. It was patented in the United States, and the inventor visited this country for the purpose of inducing our Government to adopt it for the use of the army. Its cartrides were pronounced unsafe for use by the officers of the Bureau to whom it was sent for examination, but the Prussians know how to use them, and they are most unsate to those against whom they are directed. Probably we have now some breech-loaders equal, if not superior to the needle-gun, and Wesley Richard's English breech-loader, which has lately been turnished to several British regiments, has a sliding breech with a screw joint similar to that of the German Zund Needle.

ANOTHER ARREST.-A man named McGinnigas was arrested at Harrisburg, and brought to the jail in this place, on Tuesday, charged with the murder of the Squibb family. We are told that he is a resident of the vicinity of Harrisburg, and that he confessed that he had mur-dered three persons, and that he expected to be hung for the crime. Upon making this con-fession that it was supposed that it was the murder of the Squibb family he alluded to, and was accordingly arrested as being the perpetrator of that horrid deed. It is said the confession was made on Monday the day of the murder. - York (Pa.) Press.

CANADA.

Proceedings in Parliament-Report of Special Irade Commission in Relation to their Visit to the West Indies and South America—Charges of Bribery and Corruption Against the Government Party, Etc.

REPORT O THE WEST INDIA TRADE COMMISSION. OTTAWA, July 18.—The report of the Trade Commission who visited the West Indies, Brazil, and other countries, to open trade with Canala to replace that lost by the termination of the Reciprocity treaty, has been submitted to Par-hament. It is rather doleral in its general tore. The Commission give a voluminous and melan-choly account of their adventures abroad, and wind up with recommending the establishment of a fortnightly steamship like from Hairax to St. Thomas, touching at Portland; that a contract be made with the United States to carry the Capathan mails abroad by every steamer sailing to Mexico, the West Indies, or South America from American ports, and the mails of those countries back to Cana la by the returning steamer; that a weekly line of steamers be established between Montreal and Halifax; that the Inter-Colonial Railroad be constructed as soon as possible; that means be taken to procure a reduction of the duties placed on Canadian products in the countries visited; that an assimilation be obtained of the tariffs in the British West Indies on Canadian staple products; and that a sound system of legislation be adopted in

the British provinces to foster trade in general. This is the whole sum of the report, if the comperative tables showing the great trade of America with these countries, and the insignifi-cance of Canadian commerce, be excepted. The whole thing breathes scarcely a word of comfort and sounds like a wail of despondency.

THE MINISTRY CHARGED WITH NON-FULFILMENT OF

THURR PROMISES. The opposition tried to spur up the coalition to-day, and Mr. Dorion made a speech, caurring them with neglecting and delaying the public business and talling to tutal the promises so trequently resterated, that certain great questions would be brought up at various times now past, though Parnament had met in the dog days especially to decide on them. The Attorney-General and Finance Minister made unsatisfac tory explanations, and Mr. Derion told them that they had not julfilled their promises in a to, and he demanded that the House should go into committee on the estimates. Some object tions were made, but the Ministry finally yielded the point, and the House is now in committee on the estamates. They will being up every topic, and there may be some resting debates upon them. The small Libera's party certainly contains all the little ability of the

anadian Legislature. Foppery and logyism CHARGES OF BRIDERY AND CORRUPTION.

rule the roost here.

Another scene has just occurred in the House of Assembly. Mr. J. P. McDonald charged the Government with bribing members to sustain them. An instance was called for, and Mr. McDonald said that the purchase of the Slides, on the Ottawa river, from the member for Pontiac, was on condition of obtaining his sup-port as well as the Stides. The member for Fontiac indignately demed this, and reforted that when Mr. McDonaid was at the head of the Government he wanted to buy his Slides it he would sustain the Government, of which he was then bead. This Mr. McDonaid emphatically decied. Mr. Wr sht sail be distinctly remem-bered it. Mr. Holt in called for time and place of occurrence, which Wright described. McDouald said it was not only not true, but that he had never spoken ten words to the gentieman since he had been in the Government. The member for Pontiac said this was not true. Mr. Holton pronounced the whole scene dis-

creduable, and said that such hasty charges should not be made as those made against Mr. McDonald, or which he did not remember a word. The member for Pontiac reiterated the charge, and Mr. Wright gave what he alleged to be some of the words of the conversation, all of which Mr. McDonald emphatically contraducted. At length the Attorney-General arose and commenced a soothing speech, which did not sootne the combatants in the least, and they arose, one after the other, and pronounced the statements and counterstatements untrue all round. Mr. McKenzie and other speakers spoke of the disgraceful character of the scene, and called upon the disputants to return to some sort or reason. One of the speakers said he was tired witnessing such scenes in the House. It was the most disreputable occurrence, perhaps, ever witnessed in any legislative body.

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White cars of the Second and Third Streets Line City
Passenger Cars run direct to the depot.
TRAINS FOR PHILADELPHIA.
Leave Bethlebern at 6-25 A. M. and 12-75 Noon, ac
8-15 P. M. 15 P M. Leave Doy estown at 6 40 A. M., 3:15 and 5:30 P. M Leave Lunsdale at 6:60 A. M Leave Fort Washington a: 10:50 A. M., and 2:15 P. M ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Beth enem at 9.4 M.
Philadelphia for Doy estown at 2:30 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlebem for Philadelphia at 4:20 P. M.
I brough Tickets must be procured at the ticket office a
THIRD Street or BEERS Street.

ELLIS CLARK. Agent. W FST JERSEY RAILEOAD LINES, FROM 1001 of M'BKET Street (Upper Forey) commencing \$08DAY, July 16, 1866 Leave Philadelphia as

ollows:For ape May, 9 A. M., Mall: 2 P. M., Accommodation: 4 P. M., Fast Express
For Brageton, Salem, and intermediate points, 8 A.
For Miliville, and intermediate points, 8 A. M. and 2

P. M. Woodbury Accommodation, 6 P. M. RETURNING: Leave Cape May at 630 A. M., Mail; 9 A. M., Fast Ex-ress 5 P. M. Express Leave Bridgeton 7.15 A. M. and 3 50 P. M. Freight 3064 M. Leave Salem 7 A. M. and 2:35 P. M. Freight 5:45 P. M. Leave Millville 8:55 A. M. and 6:38 P. M. Freight 11:03 A M. Freight will be received at Second Covered Whart below Walnut street, from 7-00 A. M. until 5-00 P. M. That received before 9 to A. M. will go through the same Freight Delivery, No 228 S. DELAWARE Avenue J. VAN BENSSELAER, Superinten ent.

The West Jersey Fupress Company will attend to all the usual branches of Express business. A Special steasepper accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

WALNUT Silect Philaidelphia.

1866 - PHYLADELPHIA AND ER'E RAIL
ern and Northwest Counties of Pennsylvania to the
city of Frie on Lake krie it has been leased and is
operated by the Pennsy vania Baliroad Company.
Time Of PASSE Miler Train, 7 a. M.; Erie ex
operated by the Pennsy vania Baliroad Company.
Time Of PASSE Miler Train, 7 a. M.; Erie ex
operated by the Pennsy vania Baliroad Company.
Time Of PASSE Miler Train, 7 a. M.; Erie ex
operated by the Pennsy vania Baliroad Company.
Time Of Passe Miler Train, 7 a. M.; Erie ex
operated by the Pennsy vania Baliroad Company.
Leave Westward-Erie Mail. P. M.; Erie Express
Train 124M.
Passenger cars run through on the Erie Mail and ex
operate trains both ways between Philade phila and erie
NEW YORK CONNI-O'ION.
Leave Kew York at 9 A. M. arrive at Erie 9 30 a. M.
Leave Frie at 445 P. M. arrive at Erie 9 30 a. M.
Leave Frie at 445 P. M. arrive at New York 4 10 P. M.
Elecant Sleeping Cars on a 1 the night trains.
For information respecting passenger business, apply
at corner Thirtie H and Market T 8 reets Phila.
And for irrely th business, of the Company's Agents, S.
B. Kingston Jr., corner Thirteenth and Market atree's
Philadelphia: J. W. Reynolds, Frie; William Brown
Agent N. C. B. R., Baltimore
H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWINNER General Ticast Agent, Phila.
A. L. TYLEE General Sup't, Williamsport.

to be foundly Purple 11 to the second

RAILROAD LINES.

TIMORE BAILBOAD,
TIMORE BAILBOAD,
TIME TABLE.
Commencing MONDAY, July 2, 1865. Trains will
leate Depot corner of BROAD Street and WASHINGT'N Avenue, as follows:
Express train at 415 A. M. (Mondays excepted), for
Builtimore and Washington stopping at Chester, Wilmington. Newark, Elkton. Northeast, Perryville, Havre,
de Grace, Aberdeon, Perryman's, Magnetia, Chase's and
Strimmer's Bun.
Way Mail Train at 815 A. M. (Sundays excepted), for
Estimore, stopping at all regular stations between Philacelphia and Baltimor'.
Delaware Raircad Train at 2 A. M. (Sundays excepted, for Princess Anne, Milford, and intermediate
stations.

lations.

1 xpress Train at 11-45 A. M. (Sundays excepted), for Saltimore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Ballmore and Washington stopping at hester, Ulavimont, Wilmington, Newara, Fikton, Northeast Perryville.

Bavie de Grace, Aberdeen, Perryman's, Edgewood Magnolla, Charles, and Stopping 2 Rug 4. olla, Chase's, and Stemmer's Rug. 1 Fight Express at 11 P. M., for Baltimore and Wash l arrengers by Boat from Ba'timore for For ress Mon-e Nericlk City Point, and Richmond, will take the

11 45 A M crein, WILMINGTON ACCOMMODATION TRAINS, Stopping at all bintions between Philadelphia and Wil-Stopping at all bintions between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 12 30, 430, 6, and 11 30

P. M. The 430 P. M. thain connects with Delaware

Railroad or Harrington and informediate stations,

Leave Wilmington at 630 745 and 930 A. M., 4 and 930

P. M. The 745 A. M. train will not stop at scations

between Chester and Philadelphia.

Trains for New Castle leave Philadelphia at 9 A. M.,

410 and 6 P. M.

HROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 436 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 728, 755, 10 14 and 11 40 A. M., 4 43,

516, 1, 25, and 10 30 P. M.

FLOM BALTIMORE TO PHILADELPHIA.

Leave Bultmore 7-75 A. M., Way-mail, 929 A. M.,

Express, 110 P. M., Express, 625 P. M., Express, 825

P. M., Express, 114 N. S. FOR BALTIMORE

Express. I IS P. M. Express. 6:35 P. M., Express. 8:25 P. M., Express
Thains for Baltimore
Leave Chester 4:40 and 8:52 A. M., and 3:38 P. M.
Leave Winnington at 5:23 and 9:23 A. M. and 4:15 P. M.
Fieght Treins et B Passenger Cars attended will leave
as induce y:— Winnington for Petry vile and intermediate
stations at 6:65 P. M. Baltimore for Havre-de-Grace and
intermediate stations at 4:5 P. M. Perveille for Winnington and leave at 4:50 A. M. connecting at Wilmington with 7:15 A. M. train for Philade phia

de phia.

SUNDAY TRAINS.

Express Train at 415 A. M. ter Baltimore and Washington s'opping at thester, Wilmington, Newark, Elkton, Nor heart Perryville. Havre-de-Grace, Aberdeen, Perry men's Magno is, coase's, and Stemmer's Run.

Night Express, if P. M. for Engineers and Washington, Accommodation Train at 1130 P. M. for Wilmington and intermediate stations.

PALTIMORE FOR PHILADELPHIA.

Leave I aithnore at 825 P. M., stopping at Havre-de-Grac. Ferryville, and Wilmington, Also 8 ons at Elkmann and Newark to take passengers for Philadelphia moleave passengers from Washington or Baltimore and I tester to leave passengers from Baltimore or Washington. Accommedation Taun from WI mington for Philadel phila and intermediate stations at 6 % 1. M. ii F. KENNEY, Superintendent. HOR NEW YORK.-THE CAMDEN AND Phi adelphia and Trenton Railroad

ostylen, 's Lines.
FROM FRILADELPHIA TO NEW YORK and Way Places, from Wainut Street Whatf, will lenve as to love, viz :- At 5 A. Mr. via Camden and Amboy, Accommoda M. via Camden and Amboy, Accommoda

No. via Camden and Jersey 'Hy Express... 3 00
M. via Camden and amboy Express... 3 00
M. via Camden and Amboy Accommodation 2*25
N. via Camden and Amboy Accommoda

1.00 for Frecho d.

or Frecho d.

or Frecho d.

or Lo, M., P. M., 4, 5, 6, and 11:30, P. M., tor Fish

or Lo, N., P. M., 4, 5, 6, and 11:30, P. M., tor Fish

or Lo, Pelmyra, Riverson Progress, Delanco

rry, Forewater, Jurimpton Forence, Borden
or C. The lo A. M., and 4 P. M. lives run direct

through to lighton.

LINES FROM KENSINGTON DEPOT WILL LEASE,
at the Market of the Mark ex coled At 7 10 and 11 A. M. 3 2 30 4 30 5, and 6 45 P. M a d

At 7.56 and 11 A. M. 3 2.30 4.30 5, and 6.45 P. M. a. d. emight for bristol, tremton, etc.

At 7 and 10 15 A. M. 12 M. 3 4 5 and 6 P. M., for Cornwe 1's Tarrisdate Holmesbury, Facony, Wissinoming, Briceburg, and Frankford, and at 10 15 A. M. 107 bristol Schenck's, Eddington, and 8 P. M. for Holmesburg and Interneath estations.

At 20 A. M. and 320 P. M. for Niagara Falls, Buffalo, Bunkrik annafastua, Fimira, Ithaca Owego, Roches er Binghempton, Oswego syracuse Great Bend, Montrose Wilkesparre Schanton Stoudsburg, Water Cap., Leivierte, Laston, Lambertville, Fiemington, etc. The 3.26 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie bein etc. lem etc. At 5 f. M. for Lambertvil e and intermediate stations. June 1, 1846. WILLIAM H. GAIZMER, Avent.

DENNSYLVANIA CENTRAL RAILROAD .-The Trains of the Pennsylvania Central Railroad cave see Depot at Thirty-first and Market streets, which is tracked by the cars of the Market Street Passenger Railway, running to and from the Depot. The last cer haves From street about 30 minutes prior to the Genarure of each Train.

Ou Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of each Trains Mann's Engange Papress will car for and deliver flaggage at the Depot. Orders left at the Office, No. 631 thestutstreet, will receive attention.

TRAINS LEAVELLEFOR, VIZ. 1—

REIGHT LINES FOR NEW YORK AND

In the Stations on the CAMDEN and AMBOY and
connective Bai roads. INCREASED DESPATCH.

The CAMDES AND AMBOY RAILFOAD AND
THANSFOR ATION COMPANY REIGHT LINES
for New York will leave WALNUT Street What fat 6
o'c cck P M. daily Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwaided the same day.

Returning, the above lines will leave New York at 12
noon and 4 and 8 P. M.

Freight for Tien on Princeton Kingston, New Bruns
wick, and a lpoints on the camden and Amboy Rail
road; a so, on the Be'v dere Delaware and Flemington the New Jersey the Freehold and Jamesburg and
the Burlington and Mount Holly Railroads, received
and torwarded up to 1 P M.

The Belvidere ite aware fictiroad connects at Philipsburg with the Leh'sh Valley Railroad, and at Mannakachunk with all points on the De'sware, Lackawanna,
and Western Eal road, forwarding to ayracuse, Buffalo,
and other mints it Western New York

The New Jersey Ealtroad connects at Elizabeth with
the New Jersey Ealtroad connects at Elizabeth with
the New Jersey tentral Railroad, and at Newark with
the New Jersey tentral Railroad, and at Newark with
the New Jersey tentral Railroad, and at Newark with
the New Jersey tentral Railroad, and every metance,
be sent with each load of goods, or no receipt will be
given.

N.—Increased includes have been made for the N.—Increased incities have been made for the transportation of live stock. Drovers are invited to try the roote. When wook is utrained in quantities of two carloads of wore it will be derivered at the foot of Fortie heartest hear the Drove Yard, or at Fier No 1. North Elver, as the shippers may designs to at the time of shipment.

For terms, or other information, apply to For terms, or other information, apply to WALLER FREED AN, Freight Agent, No. 226 S. DEL - A AV Avenue, Philadelphia

No. 226 × Del. — A dy Avenue. Filladelphis

RANGE AND ALEXANDRIA RAILROAD.

On and aner MONDAY, February 12 two daily trains will run between Washington and L. nohburg, convecting at Gordonsylle with Vireinia Central Railroad trains to and from Richmond as follows:

MAIL TRAIN.

Leave Washington daily (sunday excepted), at 6.45 A. M., and arrive at Lynchburg at 2.45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.26 P. M.

Express TRAIN.

Leave Mashington daily including Sunday) at 6.05 P. M. and arrive at Lynchburg at 6.06 A. M.

Leave Lynchburg at 6.30 F. M. and arrive at Washington at 6.10 A. M.

Leave Lynchburg at 6.30 F. M. and arrive at Washington to a 6.10 A. M.

Leave Lynchburg at 6.30 F. M. and arrive at Washington to 7 or 1 and Northwest.

First-class sleeping cars attached to the night trains. The road is a tractive, not on y for its comor able accommodations, but for the fact that it passes the now hit toric local lines of Fairfax, Buil Run Manassas, Bristoe, (at cit's, Rappahannock, Culpeper, Orange, and Gordontyl le, places of imperiabile interest in the popular mind.

Through tickets to all points Fouth and Southwest may be had in Boston, New York, Philad lphis, and Baltimore, and at the charge of the road in Washington of Fairfax, Buil Run Manassas, Bristone, (at cit's, Rappahannock, Culpeper, Orange, and Gordontyl le, places of the food in Washington and Baltimore, and at the charge of the road in Washington and Baltimore, and at the Charge of the road in Washington and Gordontyl Run Manassas, Bristone, (at city Run Manassas,

MEDICAL.

VOX POPULI.

WRIGHT'S TAR SYRUP. PRINCIPAL DEPOT.

No. 771 South THIRD Street

Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

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The undersigned citizens take pleasure in cheerculty recommending the use of Wright's Tar \$5.709 for coughs, colds, consumption, whooping-cough, spotted ever, liver compaint, pains in the breast, bronchitis, infiammation, and restriction of air vessels in the lungs, etc., The remedy should be in every family:—Charles C. Wison, Forney's Press office.

Charles H. Graffen, Sunday Mercury office.

James Nolen Agurer office.

William H. Carpenter, Fire Alarm and Police T graph, Fifth and the snut streets.

A Rabdolph, Front and combard streets.

James W. Perrine No. 1129 Charles street.

H. A. Davis No. 223 Gaskin street.

John Woodside No 1331 Frankin street.

John Woodside No 1331 Frankin street.

John Seymour, No. 512 Frankin street.

John Seymour, No. 512 Frankin street.

F. W. Howard, No. 10ck street

H. C. I artiett No. 127 S. second street.

L. Rates No. 633 Arch street

Albert Martin, No. 417 S. Second street.

Mary Caudwell No 1682 Sansom street.

W. Ihomas, No. 20 N. Fourth street.

T. M. Carthy No. 10 Edited Sansom street.

W. J. Hassett, No. 110 Canal street.

N. J. Hassett, No. 110 Canal street.

S. Symour Hose Bussleton.

Char es Regers, No. 21 South street.

E. T. We ling on, second and Quarry streets

F. T. Brooks, No. 55 South street.

William Barns, No. 518 South Front street.

S. S. Sanord, Opera Manager.

John Maginnis, rear of No. 134 North Second street.

Mrs. S. E. Chouse, Kewark, Del.

Mr. William B. Wright:-MF William B. Wright:—
Shar-We take pleasure in recommending your IFAE
SYAUP (of which we have already sold considerable
quantities) as a most excellent and cheaclous remedy
for the compliants set torth in your printed bill already
submitted to the public. As a gratifying set to suffering
humanity we will cheerfully recommend your preparation to all afflicted with diseases which it is designed to
cure. Yours etc. Yours, etc., DILKS & SON, Druggists, N. E. corner Pine and Sixth streets,

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DYOTT & CO's,
A nd all principal Drugglets and Dealers,

The subscriber would beg leave further to say that he is prepared to fill orders and forward the Syrup to any part of the country. Persons destring other thorms ion by not will inclose a postage stamp and answer will be returned as soon as the exigencies of business will admit Address 320 No 771 S. THIRD Street, Philadelphia, Pa.

GLAD NEWS

FOR THE UNFORTUNATE. BELL'S SPECIFIC REMEDIES Are warranted in all cases, for the SPEEDY and PREMA NEXT CURE of all diseases arising from excesses or YOUTHFUL INDICARETION. Fmissions, Gerital, Physical and Nervous Debility, Im-NO CHANGE OF DIET IS NECESSARY. They can be used without detection, and never tall to effect a Care, if used according to instructions.

BELL'S SPECIFIC PILLS,

Price One Dollar per Box, or Six Bexes for Five Dollars; asso, Large Boxes containing Four Small,
Price Three Lollars.
From four to six boxes are generally required to cure ordinary cases of Seminal Weakness, though benefit is derived from using a single box.
In chronic Cases, and particularly when Impotence or Gerital Debi ily with Nervous Prostration has affected the system.

BELL'S TONIC PILLS Are recommended as the most Efficacious, Rejuvensting, and invigorating Remedy in the word.

A Package Price Five Dollars, will last a month, and is generally sufficient.

In extreme cases of Debility and Impotence BELL'S EXTERNAL REMEDY, Price I we Dollars, sufficient for a month, can be used o good advantage. It gives Strengta to the Organs and, with the Pills, will restore them to their normal condition.

A Pamphlet o: 160 pages, on the ERAORS OF YOUTH, designed as a Lecture and Cau ion to Young Men, sent free. Ten Cents required to pay postage.

It you cannot purchase Bell's Specific Remedies of your Diuggist, take no other, but send the money

DR. JAMES BRYAN, Consulting Physician. And you will receive them by return of mail post paid, and lee from observation and tiec from observation.

For sale by DYOTT & Co., No. 232 N. SECOND

6415

- DR. HYLTON'S Constitutional Renovator

FOR THE RAPID CURE OF

Incipient Consumption, and all Diseases Pertaining to Consumption,

Coughs, Colds, Hoatseness, Croup. Bronchitis, and all biseases of the Lungs and sespiratory Organs, Liver Compaint, Dysoposia Loss of Appetite, Nervous Debility, with great Lassitude of the Muscular System. etc.

The success of this medicine in the cure of disease has withstood many critical tests in this country and enswhere its calurary effects on disease are widely disseminated, and require no effort to party the prejudices o the skeptic.

cisculiere: its salurary effects on discuss are winery disseminated, and require no effort to party the prejudices of the skeptic.

'The Harton's—I take this opportunity to miorm you that I con feer you the greatest doctor on discases of the langs in the country. I had a soluting of blood, with large lumps of steen matter; a voicint pails in my breast and shoulders, as raining cough; and several of the most eminent plusicisms gave me up as a hopeless ase of consumption. I tried all the remedies of the day and gamed to be let but grew worse; whose a friend advised me to try your Benovator, satisfying me that you were a regular graduate of the University of Pennsylvania and not a self-styled doctor. I need but mine bottles of your Benovator, and to the surprise of my intends. I am now a well man and able to attend daily to my ousiness.

'Any one needing surther particulars of my case can call on me and be satisfied.

'NICHOLAS BILGER,

'NO. 235 Races treet."

Dr Hylton is a regular graduate of the University of Pounsylvania. (His diploma can be seen at his office.) Examines Lunas without charge. Office, No. 411 VIN 6 Street.

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EATE-OF PASSAGE,
PAYABLE IN PAPER CURRENCY.
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The Paid Certificates
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ALL STATIONS ON THE IRISH RAILWAYS.
STECIAL NOTICE—Passengers will take particular notice that the 'Anchor Line' is the only line granting tinough tickets at the above rates, from Philadelphia to the points named above, and that the undersigned is the only us by authorized Agent in Philadelphia.

Apply to Sole Agent for "ANCHOR LINE."

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FOR NEW YORK.-PHILADEL. depha Steam Fropelier Comeany Debeatth Swiftsure Lines via Delaware and Baritan Canal,
leaving dan yat 12 M. and 5 P. M., connecting with all
Korthern and Esstern lines.
For ireight, which will be taken upon accommodating
terms, apply to WILLIAM M. BAIRD & CO.,
3 16 No. 132 S. DELAWARE _venue

TO SHIP CAPIAINS AND OWNERS.—THE undersigned having leased the KENSINGTON SCREW DOCK, logs to in orm his friends and the patrons of the Dock that he is repaired with increases facilities to accommodate those having vesses to be raised or repaired and being a practical ship-carpenter and cauther, wit give personal attention to the vessels on-trusted to him or repairs.

Cattains or Agents Ship Carpenters, and Machinets having vessels in repair are solicited to call.

Having the agency for the sale of "Wetterstede's Fatent Metallic to apposition" for Copper Paint for the piecervation of vessels' bottoms, for this city(I am prepaired to turn is the same on invorable terms.

JOHN H. HAMMITT,

Kensington screw Dock,

115 DELAWARE Avenue, above 1-4 UREL Street.

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EVERTT, after thirty years' practical experience, guarantees the skillul adjustment of his Premium Fatent Graduatine Freesure Truss, and a variety of cihers. Supporters, Elastic Stockings, shoulger Braces. Crutches. Suspensories, etc. Ladies' apertments conducted by a Lady.